DEMOUNTABLE POWER PLANT AND ENGINE REMOVAL

The problem of removing a 12,000 pound power plant from an installation 20 feet above the ground is unique with this airplane. Cognizance of this problem throughout the nacelle design assured a configuration which would require a minimum of special handling equipment and trained personnel.

Demountable Power Plant

The complete demountable power plant is removable at the firewall and is secured by eight attach bolts at the main nacelle longeron fittings. Doors are provided at the firewall to permit removal of the attach bolts and access to nacelle piping quick disconnect fittings.

Removable panels are provided in the top of the nacelle to permit attachment of the handling sling to the engine and access to the upper accessory group. The sling supports the entire demountable power plant from points on the engine.

When the demountable power plant is removed it is brought forward approximately a foot to allow the short tailpipe to clear the exhaust tunnel. The assembly is then lowered onto a dolly and supported from an engine flange at the front and the nacelle structure at the rear.

For disassembly of the demountable power plant, the oil cooler assembly is removed, permitting relocation of the aft support to the rear mount flange of the engine. With the mounts disconnected the nacelle shell may then be lifted from the engine.

Engine Removal

Engine removal is accomplished with the same sling and dolly used for demountable power plant removal.

Two large access doors, located between the main nacelle longerons on the lower surface of the nacelle, are opened. Next, the oil cooler assembly and the lower section of the fireseal are removed. The entire lower portion of the nacelle is then open from the front mount diaphragm to the firewall.

The engine is removed by disconnecting the front mount diaphragm and rear mounts from the structure and lowering the engine through the nacelle opening. As in the demountable power plant procedure it is first necessary to move the engine forward to clear the exhaust tunnel.

The forward engine mount diaphragm and segmented cowl remain with the engine and can be removed after the engine has been placed on the dolly.